

VINTAGE MESSENGER

VOL. 29 No. 10

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October 2020

New Members

RMVR wishes to announce the following new members! Welcome to each of you. We hope you will take full advantage of your membership, all the club activities, and the camaraderie of your fellow members. Please help us in welcoming these fine folks.

- Sara Griffith- Glendale, CA

I've had some problems with the New Members Report,... if I've missed any one, please let me know and I'll welcome you in a future block. Ed.

2020 Helmet News

2020 helmets are beginning to arrive. WCMS expects full stock by 01/01/2021. Pre-orders are accepted and encouraged.

Remaining stock 2015 helmets are 25% off.

I will keep you updated as I know more. Please keep Wine Country Motor Sports in mind for your racing needs.

Thanks,
 Bonnie Mortimer, FVee 88, 303-799-6606



Yes, it is a bit early to start thinking about running for the RMVR board, President elect... But is it? My plans for next year will be varied, out-of-the-box, new and hopefully creative. As a club we must rethink the way we do business in every way. With that said I would like to see those of us that have been around for a while and presently in positions of leadership or planning to be to begin training RMVR members that have not had recognized positions so the club can remain viable for many years to come.

So get out of your comfort zone express those new and creative ideas and run for the RMVR board, become a co-Chief-of-Tech, Co race chair, or race chair, chief of grid, timing and scoring, and other positions that you may be interested in.

Officially, we will not begin “recruiting” for board members until Fall. But being ahead of the eight ball is always best.

Hall

New RMVR Administrator

Please welcome aboard Iris Helveka, who is taking over from Mary Popejoy. A BIG Thank You to Mary for her years of service!!!

Phone number and e-mail remain the same. The new land address is in the block, Page 1.

Board Meeting Changes

The dates will remain as the 3rd Wednesday of each month. The time is now 6:00-8:00 PM. With the COVID19 situation, the meeting will be via teleconference.

Board Meetings will be typically held the 3rd Wednesday of the month, **6:00 to 8:00 PM, (New Time)**. The Board Meeting location is:
via teleconference

457 S. Broadway Denver, CO 80209 303-778-0147[[MAP](#)]

FOR MORE INFORMATION: RMVR c/o Iris Havelka, RMVR Administrator

Mailing: 22880 Briarwood Place Aurora, CO 80016 phone (303) 319-3062 email- admin@rmvr.com

Rocky Mountain Vintage Racing, Ltd.

Board of Directors Meeting Minutes

September 16, 2020 Virtual - teleconference

Meeting Minutes:

1. **Call to order** JP 6:01 PM
2. **Teleconference Attending Board Members:**

Member	Present	Absent	Member	Present	Absent
Evans, Judd	X		Sumner, Branden	X	
Fay, Patrick	X		Tisdale, Ken	X	
Hall, Jeff	X		Van Westenburg, Rob	X	
Leach, Brad	X		Whiteley, Jon	X	
Payne, Jeff	X		Victoria, John	X	
Schakel, Eric	X		Zieg, Bradley	X	

3. **Approval August 2020 Meeting Minutes:** Approved Unanimously.

Presidents opening remarks:

Drivers School was a big success! Everyone I spoke to had a ball and gained a whole new appreciation for high performance driving. Thanks to all who helped promote, organize and facilitate the event.

As we get through these last couple events of 2020, I want to think about the people in the club who have gone above and beyond this year. We need to come up with some worthy award recipients for the banquet in January. Can I ask that the Board, and the Chiefs help me with some suggestions?

Here is list of the awards we have. Not all are given every year.

- President’s Award – my choice
- Ernie Weil Spirit of Vintage Racing – who best exemplifies the vintage spirit?
- Danny Collins Participant – who shows up and plays a part at all the events?
- Tech – Best prepared and most consistent racecar
- Worker of the Year
- Hard Luck
- Lifetime Achievement – this one is special and nor given every year
- Rookie Worker of the Year
- Race Chair of the Year
- Race Steward of the Year
- Rookie Driver of the Year (production and open wheel)
- Most Improved Driver (production and open wheel)

It has been, and continues to be, a challenging year and I thank you all for helping me guide the club through. Jeff

4. **Treasurer's Report:** Treasurer Schakel presented a Balance Sheet and an Overall Summary. Drivers school lost money as we expected. The board considers it to be an investment in the future of the club.
5. **Chief of Specialties reports:**

CDI We had 24 competition students and 34 precision students at drivers' school. We have one new licensed driver, Scott Dunn. Suggested that next year's Drivers' School will have a skid pad.

Timing and Scoring Suggest RMVR sends to board members previous award winners' names.

Tech Brandon Sumner Believes it is important to have cameras in all racecars. He has installed the latest Go Pro model in his car. Others may want to review the installation. Jeff Hall will be moving into the Presidents chair next year and will be stepping down as chief of tech. He has recruited Rob Van Westenburg as his replacement. Marie Stiles has also stepped up to volunteer in tech

Marketing and Communication The Sumners have produced a large decal of the new logo. It will be available for sale at the Enduro. Jim Morton suggests replaceable sign boards on the sides of the van rather than a wrap. This would allow the message change depending on the event being promoted. Team is still working on an overall marketing budget. Another idea is to get the club store back up and going. Meagan is going to work on new hats, T-shirts, etc. using the new logo. The website, Messenger, Facebook page etc. are being updated with the new logo.
6. **Special Orders Discussions:**
 - a. The Enduro @ PMP coming. So far, we have over 90 entrants which is huge for an Enduro! The volunteer count is as little low and the club will need to hire a few people from PMP to fill the gaps. Workers will again be lodged individually as needed and provide with a meal allowance as there will be no communal meal at the event. There will be a cars only lapping day at PMP on Friday 9/18 and there will be no drag racing on Friday night!
 - b. La Junta is not that far off!
 - c. John Victoria presented an elections committee report. We do have a few candidates for board positions but need more! Need to put on a full court press to fill the ballot!
7. **Unfinished Business:**
 - a. New RMVR Logo. MOTION to pay graphic artist. JE 2nd JW PASSED unanimous.
 - b. The new logo artwork files have been transferred to Bob Alder for permanent record. Files also reside with Matt Ammer and John Mihalich.
 - c. Video Content on Facebook, Website, etc. Ken Tisdale is working on liability release language to be used for permission to post videos.
8. **New Business**
 - a. Outstanding race credits. We may have an IRS problem if we don't clean this up. RMVR cannot continue to carry credits with MSR that don't agree with our records. It is suggested that we hire a CPA familiar with non-profits to advise on the matter. MOTION to approve a budget of \$1,000 to hire a CPA. PASSED unanimously. Ken suggests Tom Ragonetti. Suggest informing all credit holders to use them or lose them next season.
 - b. Feedback session is not scheduled as yet. Jeff Payne will work on reserving a room somewhere. The plan is to do a live meeting if at all possible, otherwise it will be a Zoom style meeting. Saturday November 14 Is the proposed date. It was suggested that a survey be sent prior to the feedback session to collect all the comments in advance of the meeting, especially if it is done virtually.

- c. Jeff Payne is also working on scheduling the banquet and securing a venue. The proposed date is Saturday January 23rd. Again, the Covid situation, and venue availability play into the whole banquet discussion. It was suggested that the Hagerty Pit Lane facility is too small and too loud for the banquet. Return to LCC?
- d. Suggestion to charge a \$50 fee for at-track annual inspections. Too many people put off having their annual inspection done until they arrive at the first event. This is not fair for the club members who are also trying to get ready to race. Another option discussed is to have an independent inspector (Auto mechanic) do on-site inspections for a fee.
- e. Wrap the new van with the new logo. Jim Morton is going to solicit pricing for both a wrap and a “billboard” option.
- f. The website is outdated regarding scholarship cars. Needs to be updated or removed. JP wants a volunteer to champion this effort.
- g. Ops manual updates as suggested by Jeff Hall.

9. **Motion to adjourn** BZ 8:05 PM.

Respectively submitted: Bradley Zieg, Secretary

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October 3, 2020 Addendum

October 2, 2020 Virtual – Special BOD teleconference

Special meeting was called to discuss La Junta race registration numbers.

Background: as of meeting time about 51 racers were registered for the La Junta race.

Treasurer Schakel opined that 60 race entries would be a break-even event.

At the time of the BOD meeting, the La Junta race was projected to lose +/- \$2,000.00.

The racing season to date has been profitable for the club, and would still be profitable with this loss.

Meeting called to order at 5:00 PM by President Payne.

A quorum was present – all BOD members except Jeff Hall and Judd Evans.

A MOTION was made by BZ, seconded by BS to race at La Junta October 10-11.

Discussion: RMVR as a club is a racing organization. Those members who have raced under COVID -19 rules all season want to race at La Junta.

Motion PASSED unanimously.

Motion to adjourn JP 5:08 PM.

October 2020 President's Message

Hello Friends,

Do you ever find yourself driving down the road and being glad there is someone else going faster than you? Let them run interference! When I was young, I was probably that guy going faster on the highway or always looking for the open lane at the stoplight so I could accelerate away more quickly than the other cars. Now I want to fly under the radar. Yeah, it's mostly because I'm older and more mature (although my wife might argue that point) but I still like to drive fast. The difference is knowing when and where to do it safely. Experience teaches us this. In my case, I call it learning from my mistakes!

I think that racing gives you the confidence of knowing that you have the ability and the situational awareness to avoid accidents (and hopefully tickets)! It's not about demonstrating your skills on the road with other drivers, but simply knowing that they exist.

Modern cars are so good. Anybody can walk into a showroom and buy more horsepower and handling than we ever dreamed was possible! Sadly, there is no minimum ability required. Trade in your minivan and drive off in a Hellcat!

The troubling thing is the sheer number of supercars being sold to people who never consider the idea of going to a driver's school to learn the vehicles capabilities in a controlled environment. Apparently, they think that just having that super-cool car is going to make them competent. The first time that driver puts his new toy in "track" or "race" mode and experiences snap oversteer they will learn respect or be just plain scared of it! You-tube is full of videos of idiots destroying nice machinery! On the road I just try to stay out of the way of Mr. "arm out-the-window guy" in his new Corvette.

So, what's my point? If you get this newsletter, you're a car geek and you understand vehicle dynamics. You get the message. Be confident and secure in the knowledge that you have better situational awareness than almost everyone else on the road and that you can avoid accidents rather than cause them. I'll bet that most RMVR members don't get in accidents. We should get a break on our insurance rates because we're race drivers!

It's been a whirlwind this year. We've been very fortunate to be able to race. By the time you read this, La Junta will be over, and along with it, our race season. Thanks for all the hard work and perseverance everyone! Please join us for the Feedback session in November. It is unknown whether it will be live or virtual. Stay tuned for more info. We would like to hear your comments, both positive and constructive, and remember, if you don't like how things are going, elections are coming up!

See you soon!

Jeff Payne
RMVR President 2020
president | rmvr | com

CDI Corner October 2020 Edition

As I write this I have just returned home from the Enduro weekend at Pueblo where I had a highly frustrating, humbling and frankly embarrassing weekend. The long and short of it: I had three 4-offs during the event including one in each of the first two sessions of the weekend. As the assistant CDI for the club I am mortified. I don't think I've ever had three 4-offs during the course of an entire season before, let alone three in one weekend. But I am man enough to own up to my mistakes. Later, as I went over in my mind what happened, I realized there were important lessons to be learned from each incident. So I decided to eat a slice of humble pie and share what I learned as this month's CDI corner column.

Four-off #1. On just the second lap of the very first session on Saturday, I went into turn 1 and attempted my normal heel/toe downshift into 3rd gear. The transmission had other ideas and did not cooperate. I tried getting into 3rd gear three times with no luck. At about that time, I realized I was heading into T1 way too fast, in neutral, with my foot on the clutch. Hopelessly I tried to make the turn but I was probably too fast by 20-30 mph and I spun sideways off the outside of the turn. As I slid sideways off-track, the driver's compartment filled up with about 10 gallons of Pueblo dirt and grit. Lesson learned: It may not have been my fault that the transmission would not engage, but I forgot to apply an important rule that I learned as a pilot. No matter what goes wrong, always fly the plane first, and troubleshoot second. In this case, I spent too much time trying to get into gear, and lost track of the fact that I was approaching the fastest turn on the track at high speed, and failed to slow the car down enough to negotiate the turn safely before dealing with the shifter.

Four off #2. Because of our spin policy and the fact that my car was full of dirt, I missed the rest of session 1. Next up was qualifying. I was saving my "good" tires for Sunday's Enduro, and wanted to get a little more use out of my "old" tires, so I still had the old ones on the car. On the first few laps of qualifying I had traffic to deal with but on lap 5 I got a clear track, so I knew it would be my best chance for a good lap time. I decided to move my initial braking point for turn 1 quite a bit deeper. I had no trouble with the downshift, but when I got to the first apex (I double-apex or "diamond" turn 1) I was really hauling the mail. As I added more steering input while heavy trail braking, the tires locked up, and I could not hold the car on the track. I ran out of grip, pavement, and options all at the same time, and went 4-off the outside of T1 again but didn't spin. Still, it was a 4-off and I made my second visit of the morning to the hot pits. Lesson learned: This was 100% my fault. I was just too aggressive on old tires, and having missed essentially all of session 1 it was too early for me to press that hard. I over drove the corner, and received a humbling lesson about old tires and what happens when you exceed available grip by asking the tires to do more than they are able.

Four off #3. Sunday morning production Enduro. To say that I had had a frustrating weekend so far was an understatement so I was ready to enjoy some good racing. Now I had on the good tires. The start was fine and I found myself in second place by the exit of turn 1. At turn 5 – bottom of the hill – I clipped a good apex and began my short acceleration up the hill towards turns 6a/6b. I let off the gas to transfer weight to the nose for turn 6a and the car kept accelerating! By turn 6b I realized I had a stuck throttle, I was going hopelessly fast, and exited the track drivers left at high speed, but I was able to turn off the engine. I slid to another dirty/dusty stop right next to the turn 7 bunker. That was that, and halfway thru the very first lap of the Enduro I had my third 4-off for the weekend. There was nothing left to do but drive to the hot pits, and then to the trailer. I couldn't believe it! Lesson learned: Technically this was not really my fault. With a stuck throttle on that part of the track there was no hope of saving it. But I think the problem was caused indirectly by my earlier off-track excursions. Checking under the hood afterwards I noticed that one of the sparkplug wire looms was caught up inside the throttle linkage area. It wasn't stuck in the linkage at that point but it was close. Also, my car was very dirty, and I had no good way of cleaning it. The interior, trunk, and engine compartment were all completely covered in dirt and grit. When I was warming up the engine that morning before the Enduro I noticed that it seemed "lazy" about returning to idle. But I didn't think too much of it. What I think now is that there was dirt and grit all over, and possibly even a little bit inside, the carburetor which was making the throttle linkage and butterflies stick. The violence of the off-track events also probably bounced the spark plug wires into a position where the wiring loom was up in the linkage area. So my failure to properly inspect, clean and check my car out after the previous days' incidents probably resulted in the third 4-off which ended my Enduro almost as soon as it began.

This was not a weekend that I am proud of, but I hope you can learn from my mistakes, and perhaps avoid making them yourself someday. It just goes to show that none of us are immune to messing up and there are always new things to learn.

Brad Leach- Asst. CDI

Stewards' Report October 2020

RMVR held the annual Enduro at Pueblo Motorsports Park again in late September and it was well-planned by race chairman Judd Evans. Nearly 100 cars were entered in the event and the weather was excellent, clear with temps staying below the nineties both days. It was a fun event even when using alternative arrangements to accommodate Corona Virus guidelines. There was no formal social activity or group dinner Saturday night as a result. But thanks to Gary Gray for setting up "drive in movies" in the paddock both Friday and Saturday night which was a hit for those who stayed later. Stewards are pleased to report that there was only one minor tire to tire contact incident. Andy Gould in Formula Vee #24 Gold made contact with Rhea Mortimer in Formula Vee #86 at Corner 1 causing a spin that resulted in a 2 race probation for Andy. There were spins and 4-offs by other drivers during the course of the weekend, but things generally stayed calm and under control for the entire event. As always for the mixed groups in the Enduro, blue flagging by Corner Marshalls and clear radio communications really helped. Some drivers were able to work down pre-existing probations during the weekend and some provisional drivers had a chance to complete one of their licensing requirements. We look forward to a fun and safe race at La Junta to end the season.

Gary Merrifield & Chad Wight, Co-Chief Stewards

Infraction Report

09-21-20

<u>Event</u>	<u>Name</u>		<u>Penalty Remaining</u>
PMP	Mark Shillingburg	#2 M2M; BOSS #10 W/Blk	1 event probation
Snowmass	Frank Jones	#3 4-off into barrier; FF #431	1 event probation.
Pueblo	Dave Gardner	#2 at Cnr 9 M2M; SB	2 event probation
PMP 6/19	Steve	#2 4 off Into Barrier (PMP)	1 event probation
PMP 9/19	Bachenberg	#1 M2M OAD (PMP)	
Snowmass	Scot Pettitt	#2 through hay bales	1 event probation
HPR	Steve Rogers	Unauth track entry OAD #2 M2M; FV	2 event probation
HPR 5/19	Terry Hefty	Class 1 M2M	1 event probation
HPR 08/03/20	Thomas Klimas	Class 2 M2M; FF#4 Gray/Red	Just ended probation elsewhere; add 1 event suspension + 4 probation
HPR 08/03/20	Carl Bauer	Class 3 M2M; FF #28 Blue	1 event suspension + 2 event probation
HPR 08/03/20	Neil McCready	Class 2 M2M; FF #67 Grn	1 event probation
Pueblo 09/19/20	Andy Gould	Class 1 M2M; FV #24 Gold	2 event probation
Key:	OAD= Over-Aggressive Driving	M2M= Metal-to-Metal	Class 1,2,3,4 = Level of severity

In lieu of penalty, drivers are invited to volunteer as Corner Marshals for one or more weekends. To be properly credited, a driver must sign-up, show-up, & report to the race steward. Also, non-participation only cancels suspension, not probation. For further detail on infractions, see *Operations Manual*, Appendix J: p.54-56 (2018 Edition)



HAGERTY®

FOR PEOPLE WHO LOVE CARS

Classifieds

For Sale: 1966

Lotus S7 1500cc, 135hp Ford, non-cross flow, 4 cyl. with 2 Weber 40 DCOE's. Dry sump, Leeson Gearbox,



gone through in 2016. New Fuel Safe cell in June of 2016, 13" X 6" wheels, Brakes are disc front, drum rear. Some spares and original road parts [windshield, headlights, etc.]. Car has been racing with RMVR since 1987. Front runner in small bore, running 2:11's at HPR, down to 2:08 with new tires. Also raced in the Monterey Historics, various other US tracks, and in New Zealand. Augie Pabst raced the car several times in the Steamboat Springs Historic Races in the late '80s and early '90's. It is a solid, reliable, totally legal DP81 car. Has current RMVR Log book. Prepared by Thomas Vintage Motors. Call Tom Ellis 303-449-9112

For Sale: 1972

Brabham BT-38

chassis #12. Lucas Fuel Injected BDG built by Cosworth Racing, 300+ HP DYNO sheet.



Complete history on this RONDEL TEAM car driven by Pescarolo & Wollec during the 1972 F-2 season. No expense spared on restoration, call for complete details. \$69.5K Terry Allard 303-816-0776

For Sale: Ex-Harley Morey, Chiquita, A Production, '65

Corvette with fresh aluminum head 427 engine with flat tappet cam. Tex Racer Super T-10 trans,



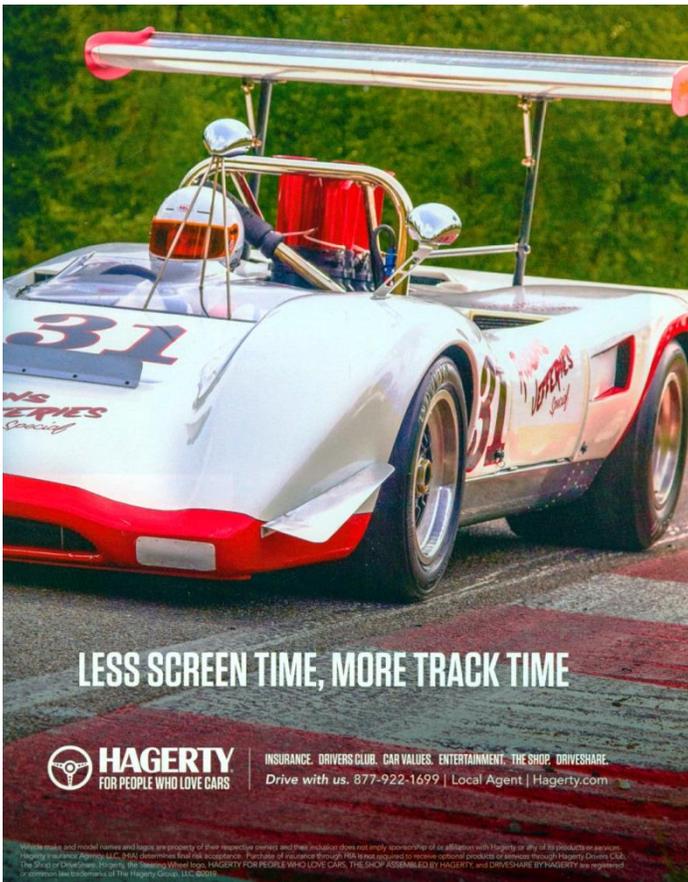
Accusump, 2 sets of Bassett wheels, fresh alignment, 4:11, 15 gallon cell, new windshield, good paint, 4 RMVR log books, raced with CVAR, SVRA. Contact Bob Hill at 719-597-1946 or oldshelby110@gmail.com. \$58k.

RMVR Apparel Now Available On-line

If you need some cool RMVR logo apparel, you can get it here. If you forgot to purchase an event shirt from past events, here they are!! Keep returning as the store will add more products as our members request them.

Support our club and advertise RMVR by purchasing and proudly wearing these cool products!

<https://represent.com/store/rockymountainvintageracing>



Event Tech Reminder

...A reminder to all drivers that they must have their Annual Tech on file and every race their vehicle must be inspected by the owner / driver and a tech inspection sheet must be filled out and signed to give to tech at registration please and thank you.

Time to TECH

Before you know it our first race in June will be here so make plans to have your car inspected by one of 38 RMVR authorized TECH inspectors listed on the RMVR web site. If you want to be an inspector yourself simply call Brandon Sumner or Jeff Hall to discuss the process. Those of you that are currently authorized tech inspectors contact Jeff Hall to order your stickers. REMEMBER, an annual TECH is good for the entire racing season. AND Tech inspectors will only inspect a car at the track for out of state racers and for those in the club that have made previous arrangements with TECH for an at track annual inspection.

WANTED: Do you have any old automotive related materials you would like to move out of your house, office or garage? Why not donate them to Auto-Archives, the Colorado 501c(3) non-profit Automotive Library and Research Center based in Littleton. We are looking for car magazines, race programs, books, photographs, trophies, and model cars in any condition to be catalogued for research and educational uses. Any donations are tax-deductible.

Thanks to the help of several RMVR members, we now have complete sets of most of the major magazines but are still looking for the following magazines to complete collections within the 55,000+ items currently in the archive: Hot Rod (1948-1960, 1970, 1974-83), Motor Age (pre 1992), Hop Up & Motor Life (pre 1953), National Speed Sport News (pre 1985).

Do you have any old Slot-car track and accessories lying around that you haven't used for years? (Scalextric) We are trying to build up a big four-lane circuit that will be used for Auto-Archives and charity fund raiser 'race day' events that RMVR members will of course be invited to.

We are also continuing to build a fascinating archive of motor sport events Colorado. Do you or anyone you know have any Colorado related material? Events from places such as Continental Divide Raceway, Pikes Peak, Steamboat, Aspen, Salida, Copper Mountain, Lakeside, Second Creek, and La Junta.

Help us build an exceptional archive here in Colorado for all car enthusiasts to access. To find out more about Auto-Archives, or to donate any items please contact William Taylor on 303 933 2526, or by email at library@auto-archives.org

See our new revised website at www.auto-archives.org and check out the RMVR club page that records donations from RMVR members. <http://auto-archives.org/clubs-auto-archives/rocky-mountain-vintage-racing-rmvr/>

Victory Lane Magazine

Dan Davis at Victory Lane Magazine is always looking for content (articles). They are particularly interested in stuff about RMVR, our history, our members, our racetracks, racecars, race shops, anything unique that others would be interested in reading about. We could really use a good (even mediocre) writer or two that would be interested in putting something together. I have personally submitted a couple of articles to Dan and been published! Just think, you could be a big nationally published author!

Please submit articles to me Pres@rmvr.com and I'll see that Dan gets it.

Thanks!
Jeff

Vintage Messenger Fine Print- Our goal is to publish the Vintage Messenger at the first of every month. If you wish to assure that your information / announcement / ad is included in the Vintage Messenger, it should be in the hands of the editor three days before the first of the month. Photos should be .jpg or .tiff formats. Attached files should be in .txt or doc format. Ads run on a per issue basis. If you wish to have your ad run in subsequent issues, you must re-submit the ad, monthly. Ads are free for members for auto / racing related items. E-mail to messenger@rmvr.com. FAX to 970-824-3737. The Editor returns a confirmation of E-mail submittals. If you don't receive a confirmation E-mail, your submittal probably did not get to the Editor.

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RMVR Website- <http://rmvr.com>

2020 RMVR Schedule

October 10-11, 2020

La Junta

La Junta Raceway, La Junta, CO

November 14, 2020

Feedback Session

Provisional Date

Location TBD

January 23, 2021

Annual Banquet

Provisional Date

Location TBD

Event Registration: Register [online](#)



RMVR VOLUNTEER NEWS

October 2020

By Lisa Williams



Dear RMVR Volunteers,

As the 2020 RMVR Racing Season comes to an end with our final event in La Junta for the Myrl Sumner’s Family Fall Race, I want to send a heartfelt thank you to all my wonderful volunteers whom have endured this fun yet challenging race season. I never imagined that 2020 would bring us what is has. The global events that have taken place over the past ten months surpassed any vision I had. With that being said, here we are. As I shared in the Spring, we will come out on the other side of this better than we were. Yes, this has not been without daily struggles, but we did it! The journey is far from over but at the end of the day, we got to go racing in 2020, despite it all. Please know that without each and every one of you, RMVR would not have been able to put on such great events this year in the midst of COVID-19.

Stay safe, healthy, and strong this Fall and Winter. I truly miss all of you in the Winter months. Watch your e-mail inbox for schedule updates as we plan for the RMVR Feedback Session and Banquet, however they may look this year.

Warmest regards and friendship,
Lisa

FLAGGING & COMMUNICATIONS	GRID	TECH
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